



## 2013 in Review

- SB 1420 committee transfers revenue risk to private sector on February 14, 2013
- TxDOT issues Request for Qualifications (RFQ) February 20, 2013
- Throughout spring and summer 2013, continued to have issues with competition
- TxDOT explored many scenarios to deliver project, include retaining revenue risk
- Received Qualification Statements on July 19, 2013
- Four proposer teams responded to the RFQ
- TxDOT shortlisted all four proposers on August 22, 2013
- TxDOT released an Industry Review Request for Proposals (RFP) on September 3, 2013
- TxDOT to seek committee determination that TxDOT to retain revenue risk on the project and utilize public funds for construction October 1, 2013
- TxDOT to release Final RFP in October 2013



## 2013 Texas Transportation Commission actions related to SH 183

- January – MO 113427 authorized TxDOT to issue Request for Qualifications for expanded scope project
- February – MO 113484 concurred with SB 1420 committee chair and vice-chair
- June – MO 113611 UTP updated to include \$600 M for SH 183 (reflected in FY 2014 UTP)
- June – MO 113619 designated all elements of expanded scope project as toll roads
- August – MO 113680 authorized TxDOT to issue Request for Proposals to shortlisted proposers



- \$850 M available for the project for design and construction
- Payment approach for Base Scope Price
  - \$600 M available during construction
    - Payment to follow standard TxDOT DB approach – progress payments
    - Payments to Developer during construction will be constrained by construction progress and maximum payment curve in the Development Agreement
  - \$250 M available post construction
    - Five payments of \$50 M each will be made on anniversaries of Substantial Completion
    - If Base Price Proposal is for an amount less than \$850 M any adjustments to the \$50 M payments for the lower amount will be made to the last \$50 M payment first
    - TxDOT will retain the right to prepay deferred payments including the option to make progress payments during construction
- TxDOT will be seeking a TIFIA loan, however the \$850 M available funding amount is independent of any potential TIFIA loan
- O&M (Routine and Lifecycle) paid annually
- State retains revenue risk



## Project Location Map

### Project Scope

#### – Minimum Base Scope

- SH183 from east of SH 121 to east of Euless Main: Reconstruct SH 183 EB and WB lanes, 1+1 ML facility
- SH183 from east of Euless Main to east of Beltline: Add 1+1 ML to existing facility (widening pavement), rehab existing pavement
- SH183 from east of Belt Line to IH 35E: Reconstruct SH183 WB lanes (some EB), 1+1 ML facility, rehab EB lanes not reconstructed
- LP 12 from SH 183 to IH 35E: Add 1+1 ML to existing facility
- SH 114 from SH 183 to Rochelle: Add 1+1 ML to existing facility

#### – Additional Scope Component 1

- SH 183 from east of Belt Line to LP 12: Reconstruct EB lanes

#### – Additional Scope Component 2

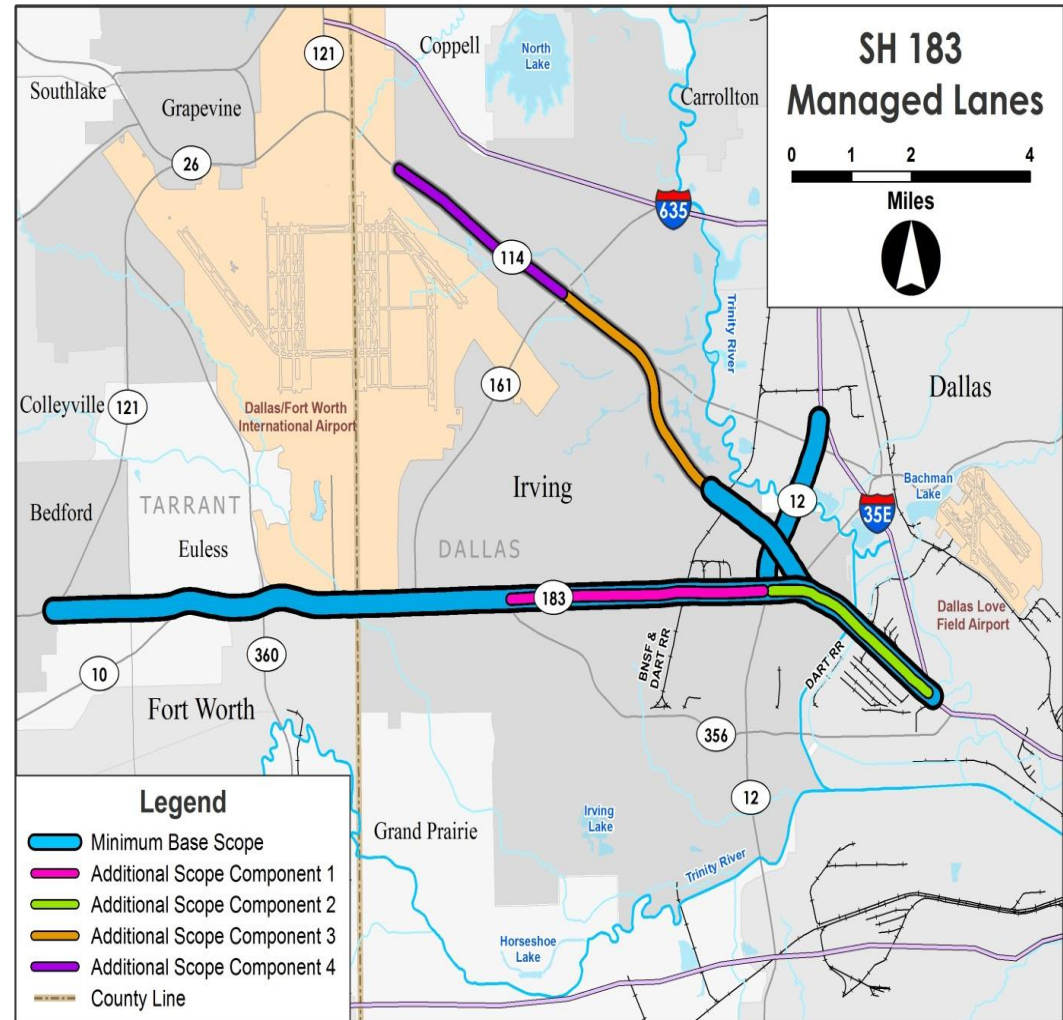
- SH 183 from LP 12 to 35E: Reconstruct EB lanes

#### – Additional Scope Component 3

- SH 114 from Rochelle to SH 161: Add 1+1 ML to existing facility

#### – Additional Scope Component 4

- SH 114 from SH 161 to International Parkway: Add 1 ML in WB direction to existing facility





- Routine and Lifecycle O&M included in project
  - O&M term following Substantial Completion
  - 5 year handback requirements for pavement and ½ of normal life of all other new elements
  - Pavement rehab work to be based on 10 year design life
  - Fence-to-Fence Routine Maintenance throughout the SH 183 project limits
  - Lifecycle Maintenance for only those pavement sections that Developer reconstructs
  
- TxDOT considering additional O&M obligations for LP 12 and SH 114

# Project Update

